The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

GEOGRAPHIC SCHOOL BULLETINS

of

The National Geographic Society

WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXXII

March 15, 1954

NUMBER 22

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Traveler Besieged—Sampan taxi women at Aberdeen on Hong Kong Island clamor for a cash fare—*National Geographic Magazine* Assistant Editor George W. Long. The moment he picks one to scull him out to a floating restaurant the others will fade away.

(BULLETIN NO. 1) J. BAYLOR ROBERTS

elsewhere that now take some of Hong Kong's industrial output. But it lies mostly in the fact that Red China stands only to lose by destroying or capturing Hong Kong. The communists would lose a market for food and non-strategic supplies that still constitutes one fifth of Hong Kong's trade. They would risk provoking an unwanted war.

Once a Pirates' Lair—When British merchants set up a trading base on rocky Hong Kong Island in the 1830's, it was a pirates' lair across the Pearl River (Chu Kiang) estuary from Portuguese Macau. The two colonies today are the only Western holdings on the China coast.

Hong Kong Island, ceded to the British by China in 1842, is the size of Manhattan. Kowloon and adjacent mainland and 75 scattered islands acquired later bring the colony to a land area slightly greater than New York City. The current population of 2,250,000 is 99 per cent Chinese. Nine tenths of it crowds into two cities, Victoria and Kowloon.

A vast international market place, Hong Kong shows a bewildering array of goods in its downtown stores. Shoppers can buy Paris frocks and perfume, British tweeds, Swedish cutlery, Swiss watches, Italian glass, or a thousand products bearing well-known United States brands. A free port, the colony levies almost no import duties, and prices are low.

Port on Made Land—Space is a problem as old as the colony. New land close to the port is hard won by blasting rocky hills and filling bays. On land made by British engineers and Dutch reclamation experts stand the homes of two fifths of the colony's people and most of its important buildings and port installations.

A dozen new textile mills spread along the mainland shore. Modern plastic works further dramatize the current industrial revolution, employing thousands of workers. Local industry, negligible only seven years ago, now produces one fourth of Hong Kong's exports.

World War II left Hong Kong largely in rubble. British civilians released from Stanley prison in 1945 doubted it could ever make a comeback, but docks and homes were rebuilt and public services restored.

A human wave of refugees pushed by the rising tide of communism in China poured in. It brought scores of wealthy Chinese business men and industrialists from Shanghai. Their money helped rebuild the city.

The frontier with Red China, 22 miles inland from Kowloon, is quiet and desolate. Few besides police are allowed within 500 yards of the line. After dark British guards sweep the border with powerful searchlights and patrol it with dogs and two-way radio.

References—Hong Kong may be located on the National Geographic Society's maps of Asia and Adjacent Areas, China, China Coast and Korea, and The Far East. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

See also "Hong Kong Hangs On," in *The National Geographic Magazine*, February, 1954; "Eyes on the China Coast," April, 1953; "Trawling the China Seas," March, 1950; "Hong Kong—Britain's Far-flung Outpost in China," March, 1938; and, in the GEOGRAPHIC SCHOOL BULLETINS, March 1, 1954, "Chinese Welcome Year of the Horse"; and "China Lacks Oil for Lamps and War," May 5, 1952. *(Issues of The Magazine 12 months old or less are available to schools and libraries at a specially discounted price of 50¢ a copy. Earlier issues sell for 65¢ a copy through 1946; $1.00, 1930-1945; $2.00, 1912-1929. Write for prices of issues prior to 1912.)*

ENTERED AS SECOND CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER ACT OF MARCH 3, 1879.
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SUBSCRIPTIONS SEVENTY-FIVE CENTS FOR THIRTY WEEKLY ISSUES DURING THE SCHOOL YEAR.

UMI

J. BAYLOR ROBERTS

Hong Kong Landmarks—Cable cars take sight-seers up the steep slope of Hong Kong Island's Victoria Peak. From the top they look down on skyscraper bank buildings in Victoria and across the harbor to Kowloon and the China mainland.

Bulletin No. 1, March 15, 1954

Hong Kong Stays Free

Chinese communists have issued a new map showing Hong Kong as part of Red China. But despite wishful mapping in Peiping, the famous port of the south China coast remains a British Crown Colony and a beachhead of comparative plenty on a continent of want and despair.

Trade with China founded Hong Kong, boomed it into a major port, and was long its lifeblood. How can the free world hold it in the explosive and torn Far East? How can the colony face the future with confidence?

The answer lies partly in the new markets in Malaya, Indonesia, and

New Haven's merchant settlers, early turning to trade, fitted out what was called "The Great Shippe" for a commercial voyage back to England in 1646. It represented a seventh of the colony's total wealth.

The ship left port on an icy January day, as the settlement's somber leader, the Reverend John Davenport, gloomily and loudly gave over the sailors to the Lord's care: "Take them; they are Thine!" Months passed without word of the ship's fate.

Then one day the Great Shippe suddenly appeared in the harbor, so the strange story goes. Every sail set, the ship moved straight into the wind. A lone ghostly figure could be seen on deck in the mist.

Suddenly, as the horrified colonists watched, the masts broke and fell away, the hull shivered, and the entire ship slid beneath the surface. No sign of wreckage was ever found.

WILLARD R. CULVER

Heart of New Haven Is the Tree-shaded Green—Where church spires face tall elms—symbols of the city—Indians once cut their arrows from swamp alders. Steeple of Center Church (left) was built on the ground inside the brick tower and lifted up by windlasses.

References—New Haven is shown on the Society's map of the Northeastern United States.

For additional information, see "Windjamming Around New England," in *The National Geographic Magazine*, August, 1950; "The Long River of New England," April, 1943; and "Connecticut, Prodigy of Ingenuity," September, 1938.

UMI

Bulletin No. 2, March 15, 1954

New Haven Rejoins U. S. Ocean Ports

March 17 (Wednesday) brings the Wearing of the Green to every community. But in New Haven, Connecticut, the day will be memorable for a reason apart from Ireland's Patron Saint.

On St. Patrick's Day, according to plans, a big ocean-going ship will turn from Long Island Sound into the wide mouth of the Quinnipiac River. It will move up a deep new channel and, amid bellowing whistles, reopen New Haven as a regular United States maritime port of call.

The ship will be the 10,700-ton *Flying Enterprise II*. Its captain will be Henrik Kurt Carlsen, whose efforts to save the first *Flying Enterprise*, foundering in an Atlantic storm two years ago, won him world renown.

For New Haven it will be a gala day. Clipper ships, deep-laden square riggers, and seal hunters once sailed from its wide harbor to far seas. But gradually railroads and the deepening keels of ships eclipsed the port. For 50 years New Haven has had no regularly scheduled deep-sea commerce.

University City—Modern New Haven, well known as the seat of 253-year-old Yale University, is primarily a manufacturing city. Its products range from guns, clocks, tools, and hardware to tires, electrical appliances, chemicals, zippers, and toys. It holds offices and repair shops of the New York, New Haven and Hartford Railroad. Its metropolitan area counts a quarter of a million people.

Today's craftsmanship in the "City of Elms" can be traced back to famous forebears. Eli Whitney, inventor of the cotton gin, fashioned muskets with interchangeable parts in New Haven in 1798, revolutionizing arms manufacture. Charles Goodyear, in 1846, spilled a hot kettle of gum and discovered the secret of vulcanizing rubber. New Haven built the world's first commercial telephone exchange.

The port's shipping did not die out completely. Gasoline, oil, coal, and lumber long have come in by water in coastwise vessels and tankers.

In 1949 and 1950 a $4,000,000 harbor project was realized. Dredges deepened the ship channel and basin to 35 feet, sufficient for all but the largest liners. New Haven's shipping today averages 6,000,000 tons a year, second in New England to Boston's.

Flying Enterprise II and other Isbrandtsen Line ships, heading around the world, will call in the future as often as every three weeks. They will bring goods from the West Coast and the Orient.

The Great Shippe—Until about a century ago, New Haven ranked as a major New England port. It sent ships to Europe, the West Indies, and around Cape Horn to the Pacific. New Haven sealers hunted in the cold southern ocean. They dried their skins on a bleak beach in Patagonia (southern South America) that became known as "New Haven Green." Then, sailing west to China, they traded for rich cargoes of lacquer ware, jade, silk, and spices.

Far earlier, in the first decade of New Haven's Puritan settlement, occurred a less happy venture, which produced a strange legend.

cultural development. Pottery and basket making, carried on for thousands of years by some of the earth's most primitive peoples, were unknown to the Kukukukus. Nor do they use the decorative arts practiced by tribes of the Wahgi River area only 200 miles to the northwest.

Hunt and Fish for Food—The Kukukukus are dark skinned and short. Few are more than five feet tall. In addition to primitive farming, they obtain food by trapping small game in pits, shooting fish with arrows of wild sugar cane, or simply raiding neighboring villages.

Warfare is frequent among the three divisions of these people—the Manki, Nauti, and Ekuti—though relations have now so improved that tribesmen sometimes barter their wives to members of other tribes.

Bamboo is a Kukukuku necessity. It supplies bowstrings, water containers, pipes, knives, torches, and framework for grass houses.

Unlike the tribes of the sunny plateau land of the near-by Ramu River district who go almost naked, the Kukukukus wear garments of bark cloth as protection from frequent rainy weather. Both men and women wear reed or grass aprons, fore and aft.

Kukukuku women wear their fortunes in necklaces of shells, teeth, or bird bones. Men sling ropes of such ornaments over one shoulder. Bones —sometimes those of vanquished enemies—are worn at the waist. Noses pierced with sticks or bones indicate that a tribesman has attained manhood.

Gorgeously plumed birds of paradise live in the same region as the Kukukukus. A National Geographic Society-American Museum of Natural History expedition is now in New Guinea studying and photographing these rare birds. It is led by E. Thomas Gilliard, whose article, "New Guinea's Rare Birds and Stone Age Men," appeared in the April, 1953 issue of *The National Geographic Magazine.*

JAMES F. BREWER

References—New Guinea is shown on the Society's map of Southeast Asia.

See also, "New Guinea's Rare Birds and Stone Age Men," in *The National Geographic Magazine*, April, 1953; "New Guinea's Paradise of Birds," November, 1951; "Sheep Airlift in New Guinea," December, 1949; and, in the GEOGRAPHIC SCHOOL BULLETINS, December 15, 1952, "Passion Fruit Gives New Guinea New Venture."

Museum Pieces in America, Stone Axes Still Serve New Guinea Tribesmen as Tools

UMI

HENRY KALTENTHALER

Stone Age Rail Splitters Prefabricate a Bridge—New Guinea tribesmen build a bridge in a matter of days. It takes three months to grind the stone axes with which they split the casuarina logs. The primitive tools can do work worthy of a steel ax.

Bulletin No. 3, March 15, 1954

New Guinea's Kukukukus Keep Stone Age Alive

To Americans the word Kukukuku may have a slightly comic ring, like a stammering cuckoo clock. To many of the natives of far-away North-East New Guinea and Papua, Kukukuku sounds out the singsong name of a simple but savage society.

The Kukukukus ("mountain people") are so primitive that they knew nothing about metal until it was brought to their huge South Pacific island by explorers from the outside world some two decades ago.

It was not until the early 1930's, when gold was first mined in North-East New Guinea's upland interior, that the wild tribes of this hinterland learned of the existence of white men. Anthropologists, naturalists, and officers of the Australian Government followed the trail of the gold seekers over the mountain wall into the jungle home of the Kukukukus and brought steel blades to replace the ancient stone axes.

Stone Axes Still Used—Even now the Kukukukus and other little-known New Guinea tribesmen cling to their stone implements. Sometimes they wield them to clear the forest for plots to raise sweet potatoes, sometimes they use them as weapons to club their enemies.

Although their habits are much like those of the Neolithic Stone Age men of Europe, the Kukukukus today lag behind those early people in

although she realized that "I have a rival in every bird," she shared the many ups and downs in her husband's life. They set out at once for the west to seek a fortune, without success.

The old stone manor house of Mill Grove and 122 acres were acquired by Montgomery County in 1951, the centennial of Audubon's death, and were opened to the public last year.

The house has been decorated with engravings from Audubon's famous folio, *The Birds of America*. The grounds, equipped with picnic facilities, retain much of the wild charm the artist-naturalist knew.

Mill Grove once was filled with birds and animals the young ornithologist had stuffed. There he devised his ingenious method of wiring specimens into lifelike positions so that he could draw them accurately. In the cave beside Perkiomen Creek he conducted the first bird-banding experiment in America, fastening silver wires around the young birds' legs.

Shunned Business Career—Audubon's life at Mill Grove scarcely carried out his father's plan for him—a profitable business career. Nor did the young man show any interest in a lead mine on the property that is said to have furnished lead for bullets for Revolutionary soldiers. His father, retired and living in France, had hoped the mine would turn Mill Grove into a good investment.

Mill Grove days were a short and carefree time for Audubon, the young lord of the manor. He once remarked that "not a ball, a skating match, a house or riding party took place without me."

But Audubon—strong, athletic, expert marksman, rider, and dog trainer—also roamed the countryside with his drawing pencils and fowling piece, strengthening his ambition to be a naturalist.

To his wife goes much of the credit for encouraging him in his life's great work: the monumental folio of American birds. The series contained 435 large hand-colored plates—a pioneer achievement in reproducing America's bird species. It was accomplished chiefly from 1827 to 1838, long after the Mill Grove period had passed.

His collecting, painting, and publishing in time became a family affair with one son aiding his research, the other serving as business manager.

A number of Audubon paintings went to Australia with William Bakewell Audubon, a grandson, who settled there to raise sheep. Ten of these were returned in 1951 as a gift to the United States from E. J. L. Hallstrom, Australian ornithologist and philanthropist.

References—For additional information on birds, see "Scotland's Golden Eagles at Home," in *The National Geographic Magazine*, February, 1954; "Poorwill Sleeps Away the Winter," February, 1953; "Exotic Birds in Manhattan's Bowery," January, 1953; "The Bird's Year," June, 1951; and numerous other articles listed under "Birds" in the *Cumulative Index to the National Geographic Magazine*.

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Bulletin No. 4, March 15, 1954

Bird Lovers Mark Audubon Anniversary

America's millions of bird lovers celebrate a special anniversary this spring. It was just 150 years ago that artist-naturalist John James Audubon came to America and studied and sketched his first American birds.

They were pewees, or phoebes, small olive-green birds that, now as then, beat the robins north to the Audubon farm in Montgomery County, Pennsylvania.

Born in Haiti—Early in 1804, at 18, the Haiti-born son of a French naval officer arrived from France to live on the Mill Grove property, three miles by road from Valley Forge. His father in France had bought the 171-acre farm 15 years earlier. The younger Audubon lost little time in exploring the natural wonders close at hand.

Prowling a cave along Perkiomen Creek, the naturalist happened upon a mud and moss nest attached to the entrance. Snow still mantled the ground, and the air was chill. The pewees had not yet arrived. But shortly they came, and with them Audubon's intense delight in the birds of America.

The young man soon found another interest close at hand that also was to influence his entire career. While paying a visit to a neighbor, he met Lucy Bakewell, a girl of 15. In 1808 she became Mrs. Audubon, and

VOLKMAR WENTZEL

Kentucky Prizes Its Audubon Prints—Museum in Audubon Memorial State Park at Henderson holds this fine collection. The naturalist drifted about in frontier Kentucky from 1807 to 1819, developing as an ornithologist-artist while failing in business ventures. He knew Daniel Boone in the pioneer's later years.

ment on a Venezuelan pension until his death in 1854, and is buried in the National Pantheon at Caracas, Venezuela.

An Irish associate of Bolívar's was Daniel Florence O'Leary. He later became Colombia's envoy to the United States. Still later, coming out of retirement, he served as Venezuelan Minister to Spain.

Alvaro Obregón, President of Mexico in the 1920's, had Hibernian characteristics, according to biographers who theorized that his surname came from O'Briens transplanted to Mexico via Spain.

Both Irish and Spanish have happy dispositions and intense love of freedom and individuality. Oppression in Ireland and the call of adventure—with possible fame and fortune thrown in—lured many to leave the Emerald Isle and test the "luck of the Irish" in the New World.

Ireland has even invaded the Latin American kitchen. A *Geographic School Bulletins* writer was offered *aristú* in a restaurant in Havana recently. Being familiar with Spanish dishes he was puzzled, but upon the waiter's enthusiastic recommendation, ordered it. Shortly the waiter returned, beaming, to set before him a steaming bowl of—Irish stew!

References—Countries of Latin America in whose history Irishmen have figured may be located on the Society's maps of Mexico and Central America, South America, and the West Indies.

For additional information, see "Experiment in International Living," in *The National Geographic Magazine*, March, 1953; "Mexico's Booming Capital," December, 1951; "Peru, Homeland of the Warlike Inca" and "Sky-high Bolivia," October, 1950; and many other articles listed under Central America and South America in the *Cumulative Index to the National Geographic Magazine.*

Eighteenth Century Pentagon—High-walled Santa Teresa Fortress on Uruguay's coast near the Brazilian border now stands in a large national park. Portuguese started the big five-pointed bastion but lost it to the Spanish, who finished it during the 1760's. Irish Captain Charles O'Hara led Spaniards from Montevideo in 1761 to hold the near-by border town of Chuy against the Portuguese. His aide, Charles Murphy, became Governor of Paraguay in 1776.

URUGUAY TOURIST COMMISSION

Bulletin No. 5, March 15, 1954

Latin America Honors St. Patrick

O'Higgins, O'Leary, O'Connor, O'Hara, O'Reilly are names straight from the Emerald Isle. These very names and many others equally Irish —like Duggan, Murphy, Gallagher, Cochrane—have long been prominent and honored in Latin America.

Because emigrants from the Ould Sod have made history in their chosen fields in many places, the *Día de San Patricio* is well known south of the Rio Grande as it is to the north.

Just 140 years ago this St. Patrick's Day an Irish sailor named William Brown, commanding the newly established Argentine navy, won a decisive victory when he engaged and devastated the Spanish fleet outside Montevideo. Previously he had been an individual blockade runner during Spanish-Argentine hostilities. A shipwreck temporarily halted his activities.

Argentina's First Admiral—Brown managed to acquire and then to lose to the Spaniards a second ship, but the wily Irishman escaped to raise a crew along the Buenos Aires water front. His small fleet of a few sailboats set out in pursuit of a Spanish frigate. So inspiring was the act that the city raised an entire squadron for Admiral William Brown. Thus from one Irishman sprang the Argentine navy.

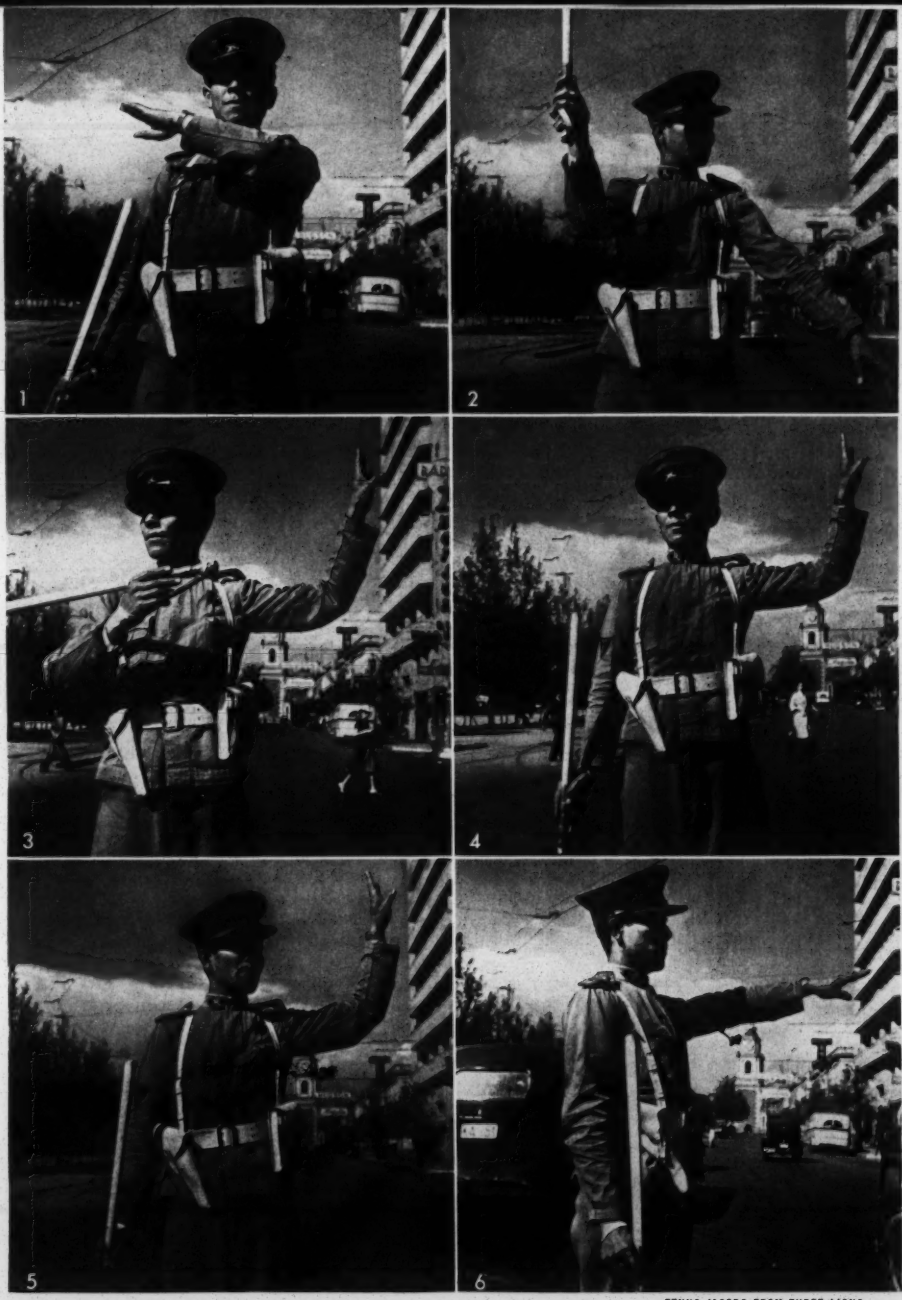
Ambrose O'Higgins, born in Ireland's County Meath in 1720, was one of the most important figures in Chilean history. Arriving first in Buenos Aires, he crossed the Andes by mule train. Eventually he settled in Chile where he made a fortune in Santiago (illustration, back cover).

Spanish authorities were quick to accept his offer of his fortune and his services and in 1768 he was made a colonel by the king's direct order. He was a capable military man, a good administrator, humane and fair. He effected many reforms of benefit to the country and became Captain General of Chile, and later Viceroy of Peru. He died the day after St. Patrick's Day—on March 18, 1801. His son, Bernardo, inherited much of his father's ability, but his efforts were directed toward freeing Chile and her neighbors from Spanish rule. Bernardo's Chilean army included John Mackenna and other distinguished Irish generals.

O'Reillys Also Fought—A General Alexander O'Reilly was active in the Spanish forces in Cuba and one of Havana's main streets bore his Irish name until a few years ago when it was renamed *Calle Presidente Zayas*. An O'Reilly was also in command of early Spanish forces at Cinti, in what is now a Bolivian state.

John Thomond O'Brien went to Buenos Aires in 1816, where he rose to a staff position with General San Martín. Singlehanded, records say, he "captured the Spanish standard at the battle of Chacabuco" in February, 1817. It was in this battle that Bernardo O'Higgins's cavalry carried the day.

John D'Evereux, an Irish exile, met Bolívar while in Haiti and raised an Irish Legion of some 5,000 men. After many adventures he turned up in Bogotá in 1821, on Bolívar's staff. Later Colombia sent him as envoy to the courts of northern Europe. He lived in the United States in retire-



FENNO JACOBS FROM THREE LIONS

Traffic Obeys on Bernardo O'Higgins Avenue—Pedestrians need a break in crossing this 325-foot-wide street in Santiago, Chile. With baton and arm, the *carabinero* signals "Stop," "Go," and "Left turn." Bernardo, son of Ambrose O'Higgins of Ireland's County Meath, fought for Chile's freedom from Spain and became first head of the Republic (Bulletin No. 5). He was born in a freedom year—1776.